



## King County

### Metropolitan King County Council Growth Management and Natural Resources Committee

#### REVISED STAFF REPORT

Agenda Item: 3 Date: June 3, 2008

Briefing No.: 2008-B0131 Prepared by: Kendall Moore

Attending: Paul Reitenbach, DDES  
Harry Reinert, DDES  
Karen Wolf, Office of the Executive  
Jennifer Lindwall, KCDOT

#### REVISED

*(substantive revisions shown in italics and underlining)*

#### SUBJECT

This briefing is intended to “come back around” to issues and concerns raised either by staff or Committee members during previous briefings on the introduction and topical chapters. Also the staff report attempts to answer questions posed by Council members during those briefings. Finally, this report will address a new issue arising from the Executive’s extensive use of referencing or quoting from other plans or initiative that have not been formally accepted or approved by the Council.

#### SYNOPSIS OF KEY ISSUES

- Introduction addressing general questions raised regarding the framework policies
- Chapter 1 (Regional Planning) adding text regarding the Buildable lands Report
- Chapter 2 (Urban Communities) addressing issues raised regarding affordable housing, Annexation Initiative, Four-to-One program
- Chapter 6 (Parks, Open Space and Cultural Resources)
- Chapter 7 (Transportation) Transportation Demand Management
- Chapter 8 (Services, Facilities and Utilities)
- Chapter 9 (Economic Development)
- Executive’s use of referencing of other plans and initiatives in policies

#### 1. Framework Policies

While the policies themselves are still under review, there were general questions regarding them posed by Committee members that have been researched and can be reported out:

- a. Could the Council adopt some Comprehensive Plan amendments this year but wait and adopt the framework policies later?

Answer: Although the GMA allows substantive amendments every year, the King County Code ("KCC") 20.18.030 allows substantive amendments only every four years. Barring amendments to this four-year rule, if the framework policies were not adopted this year, the next time they could be considered would be in 2012.

- b. What is the legal significance of these framework policies vis-à-vis the GMA goals?

Answer: The GMA goals are to be used as guiding the development of the comprehensive plans and development regulations. See RCW 36.70A.020 Under the GMA statutory scheme, as long as comprehensive plan policies are not inconsistent with the GMA goals and requirements, they will be given deference. On the face, these policies, while not addressing each goal, do not appear to be inconsistent with the GMA goals. However, the GMA goals would control over the framework policies if there were any determined inconsistency.

- c. How do these framework policies relate to the GMA goals?

Answer: Attached to this staff report as Attachment 1 is a chart showing the GMA goals and the framework policies below. The framework policy numbers contained in the GMA goal boxes represent the central staff's belief of a direct correlation between the GMA goal and the framework.

- d. Does the GMA impose limits on what may be included in a Comprehensive Plan?

Answer: Generally, the GMA establishes procedural requirements regarding the adoption of comprehensive plans and development regulations. The GMA establishes certain elements or minimum requirements about what must be addressed.<sup>1</sup> The GMA itself acknowledges that comprehensive plans may address topics beyond those the GMA specifically requires to be addressed. See RCW 36.70A.080.<sup>2</sup> Although the GMA does not limit the topics that can be addressed in a comprehensive plan, there are other constitutional and statutory limitations on what can be addressed.<sup>3</sup>

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<sup>1</sup> RCW 36.70A.e

<sup>2</sup> "A comprehensive plan may include additional elements, items, or studies dealing with other subjects relating to the physical development within its jurisdiction, including, but not limited to: (a) Conservation; (b) Solar energy; and (c) Recreation." (Emphasis added.)

<sup>3</sup> Using the example posed at the March 11, 2008 meeting, while the GMA may not specifically limit a municipality's authority to impose a "one child only" policy, the federal and state constitutions undoubtedly would preclude such a policy.

## **2. Chapter 1 - Regional Planning**

Missing from the Regional Planning Chapter was a discussion of the Buildable Lands Report. The report is a requirement of the GMA and referencing it in this chapter makes the link between the sufficiency of urban land to accommodate growth and the County planning policies through 2022. Proposed language to include as the penultimate paragraph to Section B. - Countywide Planning:

King County, together with its cities, published the 2007 King County Buildable Lands Report. Ratified in 2008, the Report fulfills the requirements of the GMA for the county and its cities to, every five years, evaluate whether there is sufficient suitable land to accommodate the projected county-wide population. The Buildable Lands evaluation represents a mid-course check. The focus of the evaluation is on the designated urban areas of King County and growth targets for those areas as established in the Countywide Planning Policies. Based on data from the previous five years, the 2007 Buildable Lands Report evaluates the actual housing constructed and the amount of actual land developed for commercial and industrial uses within the UGA. Based on that data, it projects that there is sufficient amount of land needed for housing, commercial and industrial uses through 2022.

## **3. Chapter 2 - Urban communities**

In addition to the proposed modifications to policies agreed to by Executive staff as a result of questions posed and issues raised, Committee members asked questions regarding specific policies.

### **a. Implications of reduced parking for affordable housing (U-422a)**

There were some concerns raised regarding reduced parking requirements and impacts on surrounding neighborhoods based on anecdotal information regarding some projects constructed in Redmond and Woodinville.

The Redmond development, known as Village at Overlake, includes two levels of covered parking with 536 parking stalls and 308 rental housing units affordable to households earning 60 percent of the area's median income (\$35,000-\$40,000 per year). The garage provides shared parking for use by both residents and park-and-ride commuters. Because of the mix of the units and the retail demands, staff does not have an exact calculation of the parking reduction. However residents currently have less than one vehicle per unit, which indicates the success of linking transit with housing and would not seem to be the issue potentially causing some spillover parking demand in the area.

The City of Woodinville determines parking need based on a floor area ratio rather than a per unit calculation; therefore it was not possible to determine if there was any reduction in parking at all.

Staff also reviewed King County's Code provisions regarding reduced parking. The Code currently allows an applicant to "request a modification of the minimum required number of parking spaces by providing that parking demand can be met with a reduced parking requirement. In such cases, the director may approve a reduction of up to fifty percent of the minimum required number of spaces." KCC 21A.18.030(B). In practical terms, staff and the director at DDES review a parking study (prepared by a transportation engineer) submitted by the applicant. Council staff review of two projects<sup>4</sup> recently constructed or permitted, found that in both, the developer and DDES took a very conservative approach to parking reductions for projects with 442 and 330 units respectively. Parking requirements were reduced on the order of 10 – 15% based on excellent access to transit and nearby schools, and the affordability of units, all good indicators that residents will more require less parking because of the nearby amenities.

b. How Land trusts are used in the affordable housing arena?

The land trusts used in affordable housing situations are commonly referred to as community land trusts ("CLTs").

There were 10 community land trusts in Washington State as of 2006. The oldest of these are CLTs that were established on Lopez and Orcas Island in the late 1980s. Locally, Homestead Community Land Trust operates in the Seattle area with approximately eight single family properties. Vashon Household has also constructed two CLT communities with a total of 33 homes. All examples owned by non-profits, and their purchases of land are funded by a combination of federal, state and local grants, plus private fundraising.

CLTs acquire and hold land. CLTs then typically enter into long-term (usually ninety-nine years) leases with homeowners. These leases are typically renewable and assignable to the heirs of the leaseholder. All CLTs reviewed have in place "limited equity" policies and formulas that restrict the resale price of the housing in order to maintain its long-term affordability. These features of the community land trust model provide homeownership opportunities to people who might otherwise be left out of the market.

c. Annexation Initiative ("AI")

Issues were raised regarding how to make annexation areas more attractive to municipalities. One question posed was whether there was a policy that allowed for upzones to make areas more appealing to surrounding cities.

Existing policy U-208 specifically allows for unincorporated areas to be upzoned for high density residential, commercial and industrial to make these areas more financially attractive.

Another question was imposed as to whether the Annexation Initiative funds could be used by the County to make infrastructure improvements in areas to make them more attractive to municipalities.

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<sup>4</sup> Valley View Apartments and the Seasons (mixed use project).

While there is over \$7.7 million left of the \$10 million dollars in General Fund designated as annexation incentive reserves to be used to encourage annexations by cities, use of those reserves is subject to limitations.

In 2004, the Council passed Motion 12018 which restricted the use of the AI monies to provide financial incentives to cities and unincorporated urban communities to offset the costs of transition. The money was not intended to fully compensate a city; nor was it to be used by the County to service the area except as part of an interlocal agreement with the city.

This Motion contemplated that the \$10 million AI reserves would be spent by 2006. However, the Council provided that if there were any remaining dollars, the Council would evaluate whether the funds should be re-prioritized.<sup>5</sup> Although, the Council has not formally performed this evaluation, by adopting a budget with these funds remaining in the AI reserve and approving interlocals with incentive payments included, by practice, the Council has continued to programming of this money. However, under the provisions of Motion 12018, the Council could evaluate the use of the AI reserves and explore how the use of those funds in other ways could accelerate the annexation of the remaining urban unincorporated areas.

d. Revisions to Four-to-One Program (U-186)

At the hearing on Chapter 2, staff reported that the proposed changes to this policy could have resulted in islands of urban development in a sea of open space. The revisions proposed by the Executive, while would remove the potential for island, would replace the island approach with a tethered approach. In other words, pockets of urban development would be allowed in dedicated open space as long as the urban services came from the urban side of the development. See Attachment 3 as a representation of a potential outcome if this proposed language is approved. However, even under the past Four-to-One program, at least one similar outcome was approved. See Attachment 4 commonly referred to as the Polygon 4 to 1, in which, a development resembling Italy in a sea of open space was approved.

**4. Chapter 6 - Parks, Open Space, Trails & Cultural Resources**

See matrix, Attachment 5.

**5. Chapter 7 - Transportation**

Staff pointed out at the Committee's April 29, 2008 hearing on the Transportation Chapter, that they were working with Executive staff on Section D (Transportation Demand Management) and E (Variable Tolling) to better reflect the most current approach to these issues. Attached as part of the Chapter 7 come around matrix is the collaborative and major revisions to the text and policies contained in these sections, including the collapsing of these two sections into one.

See matrix, Attachment 6.

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<sup>5</sup> In 2006, the Council did not take action on proposed Motion 2006-0479.1, which would have formally extended the AI until 2010.

## **6. Chapter 8 - Services, Facilities and Utilities**

During the briefing on facility policies for solid waste, staff offered that adding policy language regarding solid waste services following storm or other emergency events should be considered. After further analysis by staff, such a policy amendment is not needed or is at least premature. This issue is being addressed by Urban Area Security Initiative group (comprised of county and city staff from King, Snohomish and Pierce Counties) working on a Disaster Debris Management Plan. Their recommendations will be reflected in King County's update to the Solid Waste Management Comprehensive Plan.

Also see matrix, Attachment 7.

## **7. Chapter 9 - Economic Development**

See matrix, Attachment 8.

## **8. Executive extensive use of referencing other plans and initiatives in Comprehensive Plan policies**

As reported at the March 11, 2008 Committee hearing, framework policy FW 102 is a verbatim quote of a goal found at page 59 of the County's Climate Plan. While the issue presented at that hearing was the potential future conflicts between these planning documents,<sup>6</sup> another concern has developed as the Executive's proposed amendments to the Comprehensive Plan chapter have been reviewed.

In some policies and text, the Executive has incorporated by reference parts of, or totally, plans or initiatives the Council has not formally adopted, approved or accepted.<sup>7</sup> For example U-429a, as now being proposed,<sup>8</sup> states that the County should promote the incorporation of findings of the Climate Plan in affordable housing developments. However, while forwarded to the Council, this Plan has not been subject to formal Council scrutiny. Other plans and initiatives that fall into this same category include Healthscape and the Energy Plan. As some of the policies in both the Climate Plan and the Energy Plan surrounding a renewed interest in biofuels, the Council may want to clarify the inclusion of references to plans or initiatives that have not been formally presented to the Council is limited either in application or only the specific reference.

Attachments:

1. GMA/Framework chart
2. Chapter 2 come around matrix

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<sup>6</sup> Unlike the Comprehensive Plan, substantive policies in the Climate Plan can be changed without consideration of the Comprehensive Plan's four year cycle review limitation.

<sup>7</sup> This is not to say that the Council by failing to take such formal action that the Council disapproves of a specific plan or initiative. In fact in many cases, legislation references these plans or initiatives favorably.

<sup>8</sup> See Attachment 2.

3. Representation of proposed 4-1
4. Polygon maps (2)
5. Chapter 6 come around matrix
6. Chapter 7 come around matrix
7. Chapter 8 come around matrix
8. Chapter 9 come around matrix

GMA goals RCW 36.70A.020 & .480

<b><u>Focus</u></b> urban growth in urban area	<b><u>Reduce</u></b> sprawl	<b><u>Provide</u></b> efficient transportation	<b><u>Encourage</u></b> affordable housing	<b><u>Encourage</u></b> sustainable economy	<b><u>Protect</u></b> property rights	<b><u>Process</u></b> permits timely & fairly	<b><u>Maintain &amp; Enhance</u></b> NR-based industries	<b><u>Retain</u></b> open space & <b><u>Develop</u></b> recreation	<b><u>Protect</u></b> environment	<b><u>Encourage</u></b> public participation & regional coordination	<b><u>Ensure</u></b> adequate public facilities & service	<b><u>Preserve</u></b> historic resources	<b><u>Manage</u></b> shorelines
<b>FW 101</b>	<b>FW 101</b>	<b>FW 101</b>	<b>FW 104</b>	<b>FW 101</b>					<b>FW 102</b> <b>FW 106</b>	<b>FW 107</b>	<b>FW 101</b>		

Framework Policies

<b>FW 101<sup>1</sup></b> Leader in creating sustainable cmtys by considering land use (“LU”), transportation, health environment, food systems & equity.	<b>FW 102</b> KC will achieve climate stabilization target by reducing GHG emissions 80 % below current levels by 2050.	<b>FW 103</b> KC will incorporate health & air quality considerations into transportation and LU actions to ensure built environment can support health future populace.	<b>FW 104</b> KC will evaluate LU policies, programs and practices thru equity and social justice lens to help reduce health disparities and address issues of environmental justice.	<b>FW 105</b> KC supports food systems that are ecologically sustainable & improve populace’s health	<b>FW 106</b> KC will be a model for protection & recovery of Puget Sound thru various actions with other agencies or entities.	<b>FW 107</b> KC will measure broad cmtly level conditions and report to public & use results to assess achievement of CPPS and Comp Plan goals.
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cmtly = community

NR = Natural Resources

CPPs = Countywide Planning Policies

<sup>1</sup> Assuming the definition of sustainability as defined in PSRC Vision 2040 " as meeting the needs of the present without compromising the ability of future generations to meet their own needs. Encompasses environmental, economic, social, and institutional factors;" as well as the references to sustainable communities as used in that document. Vision 2040, pp. G-9, 25,67,& 75. :



# KING COUNTY COMPREHENSIVE PLAN 2008

## Chapter 2 – Urban Communities

Yellow is proposed revision

Chapter 2 Amended and New Policies in 2008 Comp Plan	Executive Rationale for Change or Addition of Policy	Staff Comment	Revision	Staff comment
U-186 Land added to the Urban Growth Area under this policy shall meet the density requirements, shall be physically contiguous to the existing Urban Growth Area <u>unless there are limitations due to the presence of critical areas</u> and shall be able to be served by sewers and other efficient urban services and facilities. <u>Transfer of Development Rights shall be used to achieve no less than 50% of the allowed density on the land added to the Urban Growth Area.</u> In some cases, lands must meet affordable housing requirements under this program. The total area added to the Urban Growth Area as a result of this policy shall not exceed 4,000 acres.	<p>To be consistent with Chapter 3 R-219(d):</p> <p>To increase the amount of rural land preservation upon future expansions of the UGA;</p> <p>To increase demand for TDRs</p>	Original as proposed had the potential to create urban islands in sea of open space	<p>04/08/08 exec proposal:</p> <p>U-186 Land added to the Urban Growth Area under <del>((this policy))</del> <b>the Four-to-One Program shall ((meet the)) have a minimum density ((requirements)) of four dwellings per acre and</b> shall be physically contiguous to the existing Urban Growth Area, unless there are limitations due to the presence of critical areas, and shall be able to be served by sewers and other efficient urban services and facilities; <b>provided that such sewer and other urban services and facilities shall be provided directly from the urban area and shall not cross the open space or rural area.</b> <u>Transfer of Development Rights shall be used to achieve no less than 50% of the allowed density on the land added to the Urban Growth Area.</u> In some cases, lands must meet affordable housing requirements under this program. The total area added to the Urban Growth Area as a result of this policy shall not exceed 4,000 acres.</p>	Clarification eliminates the potential of urban island in sea of open space but does not eliminate the possibility of “tethered” urban development in sea of open space.
		At cmtee hearing a queried if CP allowed for upzones to encourage annexation	<p>Existing text and policy on Annexation Initiative at p. 2-25:.</p> <p>As part of its annexation initiative, King County will explore new options for revenue generation to make the provision of services to urban unincorporated areas financially sustainable. If annexation is not occurring at a pace consistent with the intent of these policies, the county may consider utilizing its land use authority to encourage new development that will generate higher tax revenues.</p> <p>U-208 King County shall consider initiating new subarea planning processes for the urban</p>	

KING COUNTY COMPREHENSIVE PLAN 2008  
Chapter 2 – Urban Communities

Chapter 2 Amended and New Policies in 2008 Comp Plan	Executive Rationale for Change or Addition of Policy	Staff Comment	Revision	Staff comment
			unincorporated areas to assess the feasibility of allowing additional commercial, industrial and high-density residential development through the application of new zoning	
U-429a king County should integrate strategies that promote the goals of sustainable development and walkable neighborhoods in affordable housing development. King County should utilize the findings of the King County Climate Plan, the King County Healthscape Initiative and the King County Green Building Program to guide allocation of subsidies to non-profit developers and housing agencies.	New policy supporting environmentally responsible affordable housing development and supporting development patterns that promote walking and health.	4/08/08 exec proposed replacement language to better clarify link between integrating initiatives to affordable housing subsidies.	U-429a ((King County should integrate strategies that promote the goals of sustainable development and walkable neighborhoods in affordable housing development.)) King County should ((utilize)) promote the incorporation of the findings of the King County Climate Plan, the King County Healthscape Initiative and the King County Green Building Program ((to guide allocation of subsidies to)) in affordable housing development. King County should consider the degree to which affordable housing developments implement sustainable development principles as one criteria for providing subsidies to non-profit developers and housing agencies.	New issue- based on research determined that other than the green build ordinance (currently up before the council for updating) neither the Healthscape Initiative nor the climate plan have been formally approved by the Council.
NEW TEXT		Issue raised in 04/02/08 staff report that no cost considerations for 600 series policies.	Exec proposed text change before U-601, at page2-41, to respond to issue that no performance measures.  The King County Green Building Initiative ((establishes Executive policy to encourage and promote)) requires the use of sustainable development practices in all buildings the county constructs, remodels and renovates. By incorporating sustainable development practices when projects are in the planning and predesign phase, economic benefits may realized, including the reduction of operating costs, enhanced asset value, optimized building performance and a healthier workplace for its employees. The strategic energy management, efficiency and conservation program called for in F-302f will enable King County to monitor the effectiveness of	Proposed language still monitoring not considering cost; for sustainable development or LID just for energy efficiency as spelled out at E320f. RELEED

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# KING COUNTY COMPREHENSIVE PLAN 2008

## Chapter 2 – Urban Communities

Chapter 2 Amended and New Policies in 2008 Comp Plan	Executive Rationale for Change or Addition of Policy	Staff Comment	Revision	Staff comment
			sustainable development practices in improving energy efficiency.	
((U-602 <del>The use of green building practices should be accomplished within traditional project budgets. If additional funds are sought for up-front costs, a life cycle cost analysis of the project should be completed to determine the long-term benefits of using green building practices.</del> ))	Delete redundant policy	Eliminates cost comparison to traditional construction		Currently the executive's update to the Build Green Ordinance is before the capital budget committee, which is considering adding cost containment measures to the legislation.
U- 605 King County (( <del>should</del> )) <u>shall</u> encourage, support and promote the application of sustainable development practices in all private sector development within the county. This may be accomplished through working with residential and commercial developers to (( <del>incorporate habitat conditions,</del> )) reduce impervious surface areas, protect ground and surface water within a watershed, <u>assure that habitat protection needs are incorporated into development proposals to the extent possible</u> , incorporate greater use of green building materials and utilize systems that conserve <u>or reuse</u> resources, including those that use energy more efficiently. <u>King County shall provide technical assistance and incentives for the use of sustainable development practices for private sector development, and shall collaborate with the private sector on potential future regulatory tools.</u>	To reflect that reuse of resources, such as water and reclaimed water can be included in sustainable and low-impact development practices; to assure that habitat protection is incorporated in sustainable development as possible; and to show the county's commitment to these practices through the provision of technical assistance.	Now mandatory policy  According to DDES staff this technical assistance is currently being provided and at no cost.	U- 605 King County (( <del>should</del> )) <u>shall</u> encourage, support and promote the application of sustainable development practices in all private sector development within the county. This may be accomplished through working with residential and commercial developers to (( <del>incorporate habitat conditions,</del> )) reduce impervious surface areas, protect ground and surface water within a watershed, <u>assure that habitat protection needs are incorporated into development proposals to the extent possible</u> , incorporate greater use of green building materials and utilize systems that conserve <u>or reuse</u> resources, including those that use energy more efficiently. <u>At no cost to any private sector development,</u> King County shall <u>provide technical assistance and incentives for the use of sustainable development practices ((<del>for private sector development</del>))</u> , and shall collaborate with the private sector on potential future regulatory tools	In response to a CM request to memorialize the exec staff's statement that this is a no cost service, staff proposed the inclusion of the additions.
U-608 King County (( <del>should</del> )) <u>shall</u> work with residential and commercial developers to incorporate (( <del>low-impact</del> )) <u>low impact</u> development practices that protect native vegetation and soils, <u>facilitate reuse of resources,</u>	To reflect that reuse of resources, such as water and reclaimed water can be included in sustainable and	Now mandatory policy	U-608 King County (( <del>should</del> )) <u>shall</u> work with residential and commercial developers to incorporate (( <del>low-impact</del> )) <u>low impact</u> development practices that protect native vegetation and soils,	In response to a CM request to memorialize this no cost approach, staff proposed the

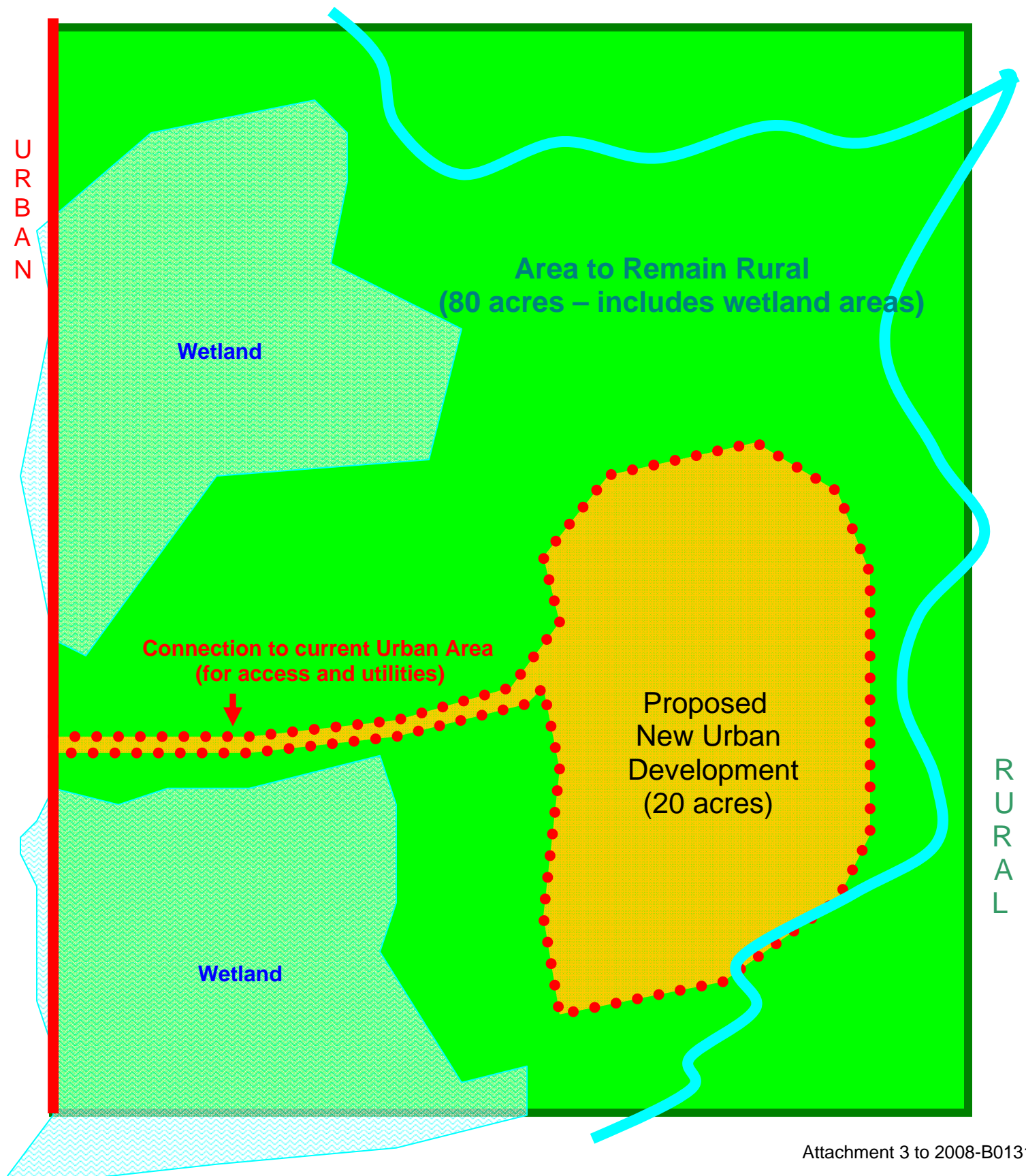
# KING COUNTY COMPREHENSIVE PLAN 2008

## Chapter 2 – Urban Communities

Chapter 2 Amended and New Policies in 2008 Comp Plan	Executive Rationale for Change or Addition of Policy	Staff Comment	Revision	Staff comment
such as reclaimed water, reduce the carbon footprint of the project, and reduce impervious surface. <u>King County shall provide technical assistance and incentives for the use of low impact development practices for private sector developments.</u>	low-impact development practices, and encourage such uses. The provision of technical demonstrates the county's commitment to low-impact development practices		facilitate reuse of resources, such as reclaimed water, reduce the carbon footprint of the project, and reduce impervious surface. <u>At no cost to any private sector development,</u> King County shall provide technical assistance and incentives for the use of low impact development practices <u>((for private sector developments)).</u>	inclusion of the additions.

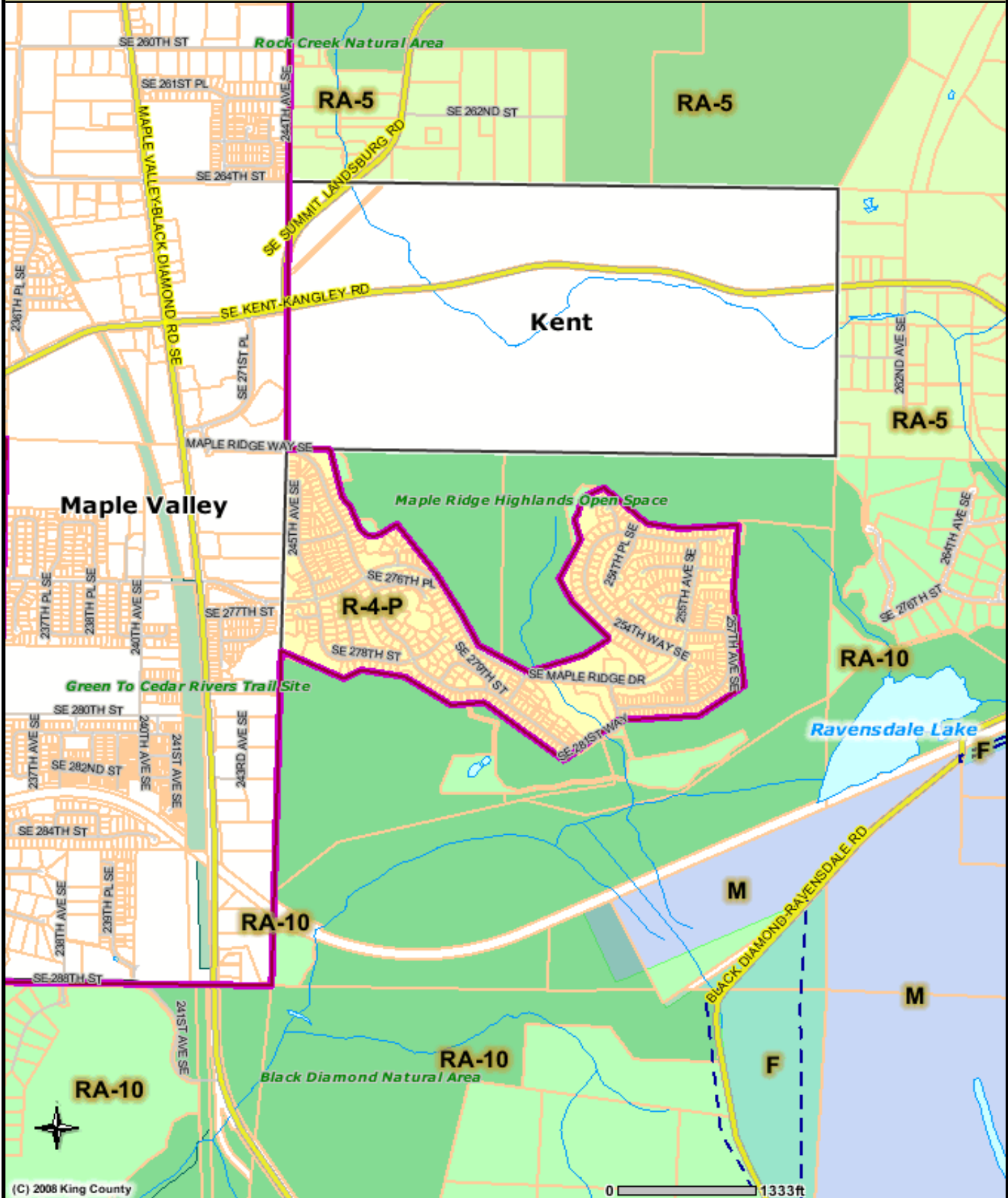
# FOUR-TO-ONE DEVELOPMENTS

## Illustration of Possible Development Layout Under Revised Policy U-186






iMAP



COMMENTS: Polygon Northwest 4-to-1 (Maple Valley)

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Map of Kent, WA, showing zoning districts and natural areas. The map includes labels for 'RA-5', 'R-4-P', and 'RA-10' zoning districts. It also identifies 'Rock Creek Natural Area', 'Maple Ridge Highlands Open Space', 'Green To Cedar Rivers Trail Site', and 'Black Diamond Natural Area'. Key roads like 'SE Kent-Kangley Rd', 'Maple Valley-Black Diamond Rd', and 'Black Diamond-Ravensdale Rd' are shown. A scale bar at the bottom indicates 0 to 1333 feet, and a north arrow is present in the bottom left corner. The map is credited to '(C) 2008 King County'.

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## King County



**KING COUNTY COMPREHENSIVE PLAN 2008**  
**Chapter 6 – Parks, Open Space and Cultural Resources**

Yellow is revision

Chapter 2 Amended and New Policies in 2008 Comp Plan	Executive Rationale for Change or Addition of Policy	Staff Comment	Revision	Staff comment
P-103 <u>King County shall provide</u> ((L))local parks, trails and other open spaces that complement the regional system (( <del>should be provided</del> )) in each community((;)) in Rural Areas, to enhance environmental and visual quality and meet local recreation needs. (( <del>King County shall provide local parks, trails and other open spaces in the Rural Area.</del> )) <u>These vital parks, trails, recreational facilities and natural resources contribute to the physical, mental and emotional well-being of county residents</u>	Edited to reflect previous policy of shall rather than should. Addition of reference to health benefits of these sites and facilities.	Eliminated County's obligation to provide rural parks	04/08/08 exec proposal:  P-103 <u>King County shall provide local parks, trails and other open spaces in the Rural Area.</u> (( <del>King County shall provide</del> )) <u>Local parks, trails and other open spaces that complement the regional system</u> <u>should be provided</u> in each community in Rural Areas((;)) to enhance environmental and visual quality and meet local recreation needs. These vital parks, trails, recreational facilities and natural resources contribute to the physical, mental and emotional well-being of county residents.	Exec agreed to go back to 2004 language. Staff moved "shall" sentence to front of policy to emphasize mandatory provision. .
P-105 <b>King County shall provide regional parks and recreational facilities that serve users from many neighborhoods and communities. Regional parks include unique sites and facilities that ((<del>should be</del>) <u>are</u> equitably distributed.</b>		"are" presuppose that parks are equitably distributed instead of prospective "should be," which is a recognition of what county is striving for"	P-105 <b>King County shall provide regional parks and recreational facilities that serve users from many neighborhoods and communities. Regional parks include unique sites and facilities that ((<del>are</del>) <u>should be</u> equitably <u>and geographically</u> distributed.</b>	4/8 exec agreed to go back to 2004 language. Also when questioned what was meant by "equitable," executive staff said geographical and proposed new clarification to capture both FW 104 and geography
<b><u>P-128a King County shall consider equity as part of its open space and trail system to help in the reduction of health disparities</u></b>	As originally proposed, new policy initiative to consider social equity in all areas of county government.	<b>incomplete - only covers trails and open space; also does not address social equity as envisioned by Framework policy 104; finally no definition of "consider"</b>	New 4/08/08 proposal P-128a <b>King County shall consider equity ((<del>as part</del>))<u>in the development</u> of its open space ((<del>and trail</del>)) system to help in the reduction of health disparities <u>and in the promotion of environmental justice</u></b>	new proposal covers whole system and both forms of equity covered in framework policy 104 Open space system, includes by definition in the chapter, actual open space, parks, trails and resource lands managed by the Parks Division.
No policy for Cultural Resources starting at page 6-8.		Unlike the open space system exec	<u>P-XXX King County shall consider equity and</u>	Central staff's recommendation to



**KING COUNTY COMPREHENSIVE PLAN 2008**  
**Chapter 6 – Parks, Open Space and Cultural Resources**  
**Yellow is revision**

Chapter 2 Amended and New Policies in 2008 Comp Plan	Executive Rationale for Change or Addition of Policy	Staff Comment	Revision	Staff comment
		included no equity provision in CR	<u>environmental justice in its promotion and protection of cultural resources and opportunities.</u>	address equity and environmental justice for CR.
Trail Priority list		Criteria to prioritize trails missing any equity or environmental justice considerations.		4/8 latest exec proposal: according to exec, no proposed change in trail priority criteria as this list developed according to existing business plan. Once the equity policies changes incorp'd into KCCP, criteria change for prioritizing trails and the reprioritized trail list will added in 2009 KCCP update.

# KING COUNTY COMPREHENSIVE PLAN 2008

## Chapter 7 - TRANSPORTATION

Chapter 2 Amended and New Policies in 2008 Comp Plan	Executive Rationale for Change or Addition of Policy	Staff Comment	Revision	Staff Comment
		In the 4/29 staff report, central staff proposed a new policy re noise reduction	<p><b>NEW PROPOSED INTRO TEXT &amp; POLICY BY CENTRAL STAFF</b></p> <p><b>New text and policy at end of page 7-7:</b></p> <p>In 2005, the FAA approved a Part 150 Noise and Land Use Compatibility Plan to reduce noise impacts in communities surrounding Boeing Field. This is a significant event and represents a positive step in making KCIA a "good neighbor" to affected residential areas. The Part 150 plan identifies many actions that are allowed to be taken by KCIA, pilots, tenants, the FAA and others to reduce noise impacts on residential areas.</p> <p>T-104A Recognizing that certain noise reduction measures are contingent on ongoing and future FAA funding, King County <b>shall</b> implement those actions, under its control and identified in the Part 150 Noise and Land Use Compatibility Plan. King County shall encourage other entities to implement those measures under their control and also identified in the Part 150 Noise and Land Use Compatibility Plan.</p>	
T-203 In addition to encouraging transit((;)) and nonmotorized mobility choices(( <del>including pedestrian and bicycle travel</del> )), the transportation system (( <del>should</del> )) <u>shall</u> address the needs of persons with disabilities pursuant to federal and state Americans with Disabilities Act (ADA) requirements. (( <del>King County should</del> )) <u>The design and operation of transportation infrastructure, facilities and services shall evaluate and ((implement, where appropriate, innovative ways to)) address these needs ((in the design and operation of transportation infrastructure, facilities, and services)).</u>	Minor grammatical edits and incorporation of Americans with Disabilities Act requirements.	As proposed may expose the County to more than is required by ADA.	5/8 Proposal  In addition to encouraging transit((;)) and nonmotorized mobility choices (( <del>including pedestrian and bicycle travel</del> )), the transportation system (( <del>should</del> )) <u>shall</u> address the needs of persons with disabilities pursuant to federal and state statutory requirements. (( <del>King County should</del> )) The design and operation of transportation infrastructure,	Central staff agrees that the revisions remove the potential exposure

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Previously T-204;rReplaced as text and amended (p. 7-4) .  <i>Executive proposed TEXT Section I.A.:</i>  The transportation system <del>((should include))</del> is comprised of the following elements: a. Freeways, arterial streets and local/neighborhood streets; b. Bridges <del>((b-))</del> c. Local and express bus transit and paratransit services, including Americans with Disabilities Act (ADA) service programs; <del>((e-))</del> d. High-capacity transit; <del>((d-))</del> e. High-occupancy-vehicle lanes and ridesharing facilities; <del>((e-))</del> f. Demand and system management programs; <del>((f-))</del> g. Facilities and programs for pedestrians <b>FIX TABS</b>	:		<del>facilities and services should evaluate and ((implement, where appropriate, innovative ways to)) address these needs ((in the design and operation of transportation infrastructure, facilities, and services)).</del>  No issue with replacing policy with text. <b>Central staff's recommended changes to text:</b>  The transportation system <del>((should include))</del> is comprised of the following elements: a. <del>((Freeways))</del> <b>Highways</b> , arterial streets and local/neighborhood streets; b. Bridges <del>((b-))</del> c. Local and express bus transit and paratransit services, including Americans with Disabilities Act (ADA) service programs; <del>((e-))</del> d. High-capacity transit; <del>((d-))</del> e. High-occupancy-vehicle lanes and ridesharing facilities; f. Facilities and programs for pedestrians, bicycles and equestrians; g. Facilities to accommodate freight and goods movement, including railroads, intermodal yards and distribution centers; <del>((h-))</del> h. Marine transportation facilities and navigable waterways; <b>and</b> <del>((j-))</del> i. Airports; and <del>((e-))</del> j. Transportation demand <del>((and system))</del> management programs, systems, facilities and technologies; and <del>((i-))</del> k. Facilities to maintain the transportation system elements. <b>k. Intelligent transportation facilities and technology.</b>	Council staff recommends changes to the text to reflect facilities, operations and maintenance of the system elements and better delineate infrastructure from services
T-207 King County shall not construct and shall oppose the construction by other agencies of any new arterials or	Minor edits for consistent capitalization.	Unintended consequence	T-207 King County shall not construct and shall oppose the construction by other	Central staff proposes revision to this and T-207a to address potential

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highways or any additional arterial or highway capacity in the Rural Area or <del>((N))natural ((R))resource ((L))lands</del> except as provided in Policy T-207a for segments of certain arterials that pass through rural lands to serve the needs of urban areas. Any capacity increases to these urban connector arterials shall be designed to serve mobility and safety needs of the urban population while discouraging development in the surrounding Rural Area or <del>((N))natural ((R))resource lands</del> .		of urban sprawl in Rural Area	agencies of any new arterials or highways or any additional arterial or highway capacity in the Rural Area or <del>((N))natural ((R))resource ((L))lands</del> except as provided in Policy T-207a <del>((for segments of certain arterials that pass through rural lands to serve the needs of urban areas. Any capacity increases to these urban connector arterials shall be designed to serve mobility and safety needs of the urban population while discouraging development in the surrounding Rural Area or ((N))natural ((R))resource lands)).</del>	unintended consequences of urban connectors jeopardizing rural character
<u>T-207a Urban connectors should be designed and developed in a way that considers accommodates adjacent, existing uses without promoting development that would be inconsistent with rural and natural resource land uses</u>	This new policy provides guidance for the design and development of urban connectors.	Unintended consequence of urban sprawl in Rural Area	<u>T-207a Urban connectors are certain segments of arterials that pass through rural lands to serve the needs of urban areas. Any capacity increases to urban connector arterials shall be designed to serve mobility and safety needs of the urban population while discouraging development in the surrounding Rural Area or natural resource lands. Urban connectors should be designed and developed in a way that considers accommodation for adjacent, existing uses without promoting development that would be inconsistent with rural and natural resource land uses</u>	Central staff proposes revision to this and T-207a to address potential unintended consequences of urban connectors jeopardizing rural character
<del>((T-209 The travel forecasts used to identify transportation improvements/needs shall be prepared consistent with state law and on a schedule that coincides with a major comprehensive plan update as outlined in King County Code.))</del>  T-209 The travel forecasts used to identify transportation improvements/needs shall be <del>((prepared consistent with state law and))</del> on a schedule that coincides with a	This policy is being deleted because it is unnecessary.	When queried KCDOT indicated that this was moved to text; but is not in the text	T-209 The travel forecasts used to identify transportation improvements/needs shall be <del>((prepared consistent with state law and))</del> on a schedule that coincides with a major comprehensive plan update as outlined in King County Code.	Revision removes state law reference as that is required and but clarifies when travel forecasts must be performed.

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major comprehensive plan update as outlined in King County Code.				
<del>((T-211 In Potential Annexation Areas where King County has a preannexation agreement with the annexing city, the county will apply the annexing city's adopted level of service (LOS) standard within that Potential Annexation Area.))</del> -	This policy is being deleted as unnecessary.	Incentive for annexation	<del>-211</del> In Potential Annexation Areas where King County has a preannexation agreement with the annexing city, the county will apply the annexing city's adopted level of service (LOS) standard within that Potential Annexation Area.	Exec staff reported that there is no opposition to keeping this policy
Existing in book as new text (as it relates to new concurrency program) at 7-10:  <u>The Urban Mobility Areas are the designated commercial centers and all areas zoned high density residential (R-18, R-24, and R-48). All of the urban centers and areas zoned high density residential are Urban Mobility Areas. The Rural Mobility Areas are the Rural Towns of Vashon, Snoqualmie Pass and Fall City.</u>		Central staff recommended obtaining clarification on how RMA and UMA are defined as the relate to land use designations.	Exec staff 5/19 proposal  "The Urban Mobility Areas are the <u>unincorporated urban</u> centers, <u>i.e. areas with unincorporated activity center, community business center, and neighborhood business center land use designations</u> , and all areas zoned high density residential (R-18, R-24, and R-48). <u>All of the urban centers and areas zoned high density residential are Urban Mobility Areas.</u> The Rural Mobility Areas are the Rural Towns of Vashon, Snoqualmie Pass and Fall City.	For clarity, central staff recommends new 5/19 text language.
<u>T-216a A concurrency travel shed is a geographic area within unincorporated King County where all development within the travel shed would be likely to use or be affected by traffic on arterials within the travel shed.</u>	The new concurrency system would use larger travel sheds as the basic geographic area for testing concurrency than the current small zones.	Proposed language from staff report and to correct the poor sentence structure pointed out by CM Gossett .	5/15central staff proposed revision if concept accepted:  T-216a For the purposes of concurrency, a travel shed is a geographic area within unincorporated King County where <u>all trips generated by</u> development within the travel shed would <u>be</u> likely <u>to</u> use or be affected by traffic on arterials within the travel shed.	<b>NOTE - CENTRAL STAFF SUGGESTS THAT THE TRAVEL SHED MAP BE INCLUDED IN THE COMP PLAN. ANY AMENDMENTS TO THE MAP BECAUSE OF ANNEXATIONS COULD BE DEALT WITH ON AN ANNUAL REVIEW UNDER 20.18.030B.</b>
<u>T-216c The map shall divide the county into travel sheds and</u>	Describes the map for the	Need to correct	T-216c The map shall divide <u>the county</u>	clarification

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<u>shall show areas of unincorporated King County that meet concurrency standards. Any proposed development in areas that are shown on the map to meet concurrency standards will be deemed concurrent.</u>	new , plan-level concurrency system which will not require testing for individual development resulting in administration efficiencies and more clarity for developers.	the statement that the “county” is divided into sheds, as it is just unincorporated KC	<u>unincorporated King County</u> into travel sheds and shall show <u>the areas of unincorporated King County</u> that meet concurrency standards. Any proposed development in areas that are shown on the map to meet concurrency standards will be deemed concurrent.	
In book T-317 <del>((Efforts should be made to improve))</del> <u>The nonmotorized transportation system and associated services should be improved</u> countywide to increase safety, public health, mobility and convenience for nonmotorized modes of travel. <del>((These efforts should emphasize the ability of nonmotorized modes to extend the efficiency of regional transit, promote personal mobility in a range of land use areas and expand the transportation alternatives available to the public to form a complete or connected network.))</del>	Edited to clarify consistent with existing policy and practice.		Central staff edits  <b>T-317 <del>((Efforts should be made to improve))</del> <u>Within the unincorporated area, the nonmotorized transportation system and associated services should be improved</u> to increase safety, public health, mobility and convenience for nonmotorized modes of travel. <u>King County should support similar efforts as a participant in the regional planning process.</u> <del>((These efforts should emphasize the ability of nonmotorized modes to extend the efficiency of regional transit, promote personal mobility in a range of land use areas and expand the transportation alternatives available to the public to form a complete or connected network.))</del></b>	As with all the non-motorized policies, to ensure clarity that the policies are not intended to apply to incorporated areas that may be incorporated in the non-motorized program, for policies 317-322, the clarification that these policies apply only in the unincorporated areas has been made.
In book T-318 King County <del>((should))</del> <u>shall</u> evaluate and <del>((implement))</del> , where appropriate, <u>implement</u> nonmotorized transportation <del>((when general transportation))</del> improvements <del>((are made, including in road construction, road reconstruction, ((and subdivision development)) and development and construction of ((new-)) transit ((systems))</del> <u>services and facilities.</u>	Edited to clarify consistent with existing policy and practice.		Central staff edits  T-318 <u>In the unincorporated area,</u> King County <del>((should))</del> <u>shall</u> evaluate and <del>((implement))</del> , where appropriate, <u>implement</u> nonmotorized transportation <del>((when general transportation))</del> improvements <del>((are made, including in road construction and road reconstruction. ((and subdivision development)).</del> Countywide, consistent with	

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			the transit planning process and in <u>collaboration with affected cities in the incorporated area, King County should evaluate and, where appropriate, implement, nonmotorized transportation improvements in development and construction of transit services and facilities.</u>	
In book  T-319 New land use plans, subdivisions, and urban planned development proposals <del>((should include enhancements to))</del> <u>shall accommodate nonmotorized mobility within and access to ((surrounding areas)) nearby shopping parks, trails, schools and other public and private services and facilities.</u>	Clarifies and strengthens existing policy.		T-319 <u>In the unincorporated area, n((N))ew</u> land use plans, subdivisions, and urban planned development proposals <del>((should include enhancements to))</del> <u>shall accommodate nonmotorized mobility within and access to ((surrounding areas)) nearby shopping parks, trails, schools, community resources and other public and private services and facilities</u>	
T-322 King County <del>((should))</del> <u>shall</u> seek to improve <u>bicycle and pedestrian safety both within residential areas and ((at)) along arterials ((near pedestrian activity centers such as schools, retail centers, concentrations of housing, transit facilities and trails. Within residential areas, King County shall offer a comprehensive package of neighborhood traffic services to unincorporated area residents and, on a contract basis, to local jurisdictions. Pedestrian safety-)) where improvements would increase nonmotorized transportation choices, connect across gaps in existing nonmotorized facilities, or otherwise improve facilities for nonmotorized users. At a minimum, nonmotorized ((Pedestrian)) safety improvements should include adequate signage, markings, and signalization ((where warranted)). ((To foster safe walking conditions for students, King County should continue the School Pathways Program-))</u>	Improves clarity and strengthens policy.	Clarify to ensure not assuming more obligation than within the unincorporated areas of the county	T-322 <u>In the unincorporated area,</u> King County <del>((should))</del> <u>shall</u> seek to improve <u>bicycle and pedestrian safety both within residential areas and ((at)) along arterials ((near pedestrian activity centers such as schools, retail centers, concentrations of housing, transit facilities and trails. Within residential areas, King County shall offer a comprehensive package of neighborhood traffic services to unincorporated area residents and, on a contract basis, to local jurisdictions. Pedestrian safety-)) where improvements would increase nonmotorized transportation choices, connect across gaps in existing nonmotorized facilities, or otherwise improve facilities for nonmotorized users. At a minimum, nonmotorized ((Pedestrian)) safety improvements should include adequate signage, markings, and signalization ((where warranted)). To foster safe walking conditions for students, King County should continue the School Pathways Program in the county's</u>	.



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			<u>unincorporated areas.</u>	
T-322a <u>To enhance and improve nonmotorized access to transit King County should inventory and develop a plan to correct Americans with Disabilities Act deficiencies in corridors connecting to transit and school bus stops.</u>	New policy provides guidance to Americans with Disabilities Act program. Consistent with federal law and existing practices.	See yellow	T-322a <u>To enhance and improve nonmotorized access to transit in the county's unincorporated areas, King County should inventory and develop a plan to correct Americans with Disabilities Act deficiencies in corridors connecting to transit and school bus stops.</u>	
T-322b <u>The county should identify key missing links in the nonmotorized network and build facilities to complete the network.</u>	New policy provides guidance to nonmotorized planning.	See yellow	T-322b <u>The county should identify key missing links in the nonmotorized network in the unincorporated areas of the county and build facilities to complete the network.</u>	
T-322c <u>King County should coordinate with bicycling, pedestrian and equestrian stakeholders and advocacy organizations to ensure that their input is included early in the planning and project design process for all non-motorized capital projects.</u>	Provides direction for coordinating with nonmotorized stakeholders in the planning and design process.	Concern that the policy did not address to road projects with non-motorized elements (per the roads standards) as well as stand-alone nonmotorized projects.	T-322c <u>King County should coordinate with bicycling, pedestrian and equestrian stakeholders and advocacy organizations to ensure that their input is included early in the planning and project design process for all non-motorized capital projects with non-motorized elements.</u>	Covers all roads projects
T-322d <u>Criteria used to identify, plan, and program nonmotorized facilities shall give priority to projects that:</u> <ul style="list-style-type: none"> <li><u>Improve user safety;</u></li> <li><u>Add connections to community; resources such as parks, trails, and libraries;</u></li> <li><u>Promote health;</u></li> <li><u>Improve air quality;</u></li> <li><u>Increase access to transit and services.</u></li> </ul>	Provides priority direction for nonmotorized project planning and programming.	This policy does not include as a priority neighborhood-to-neighborhood connections.	-322d <u>Criteria used to identify, plan, and program nonmotorized facilities shall give priority to projects that:</u> <ul style="list-style-type: none"> <li><u>Improve user safety;</u></li> <li><u>Add connections to community; resources such as parks, trails, and libraries;</u></li> <li><u>neighborhood to neighborhood connections</u></li> <li><u>Promote health;</u></li> <li><u>Improve air quality;</u></li> </ul> <u>Increase access to transit and services.</u>	Neighborhood to neighborhood is a priority that should be recognized.



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Reorganization of Section III. D. and E and policies T115-119a-c and T217;	Addition of Variable Tolling section to emphasis a new tool in managing travel demand regionally and on County facilities	This additional section adds significant emphasis to the concept of tolling but does not incorporate the context of when and how tolling would be applied. Nor do the sections address the significant focus on a managed transportation system that is evolving throughout the region	See attached	Working with executive staff this section has bee totally rewritten
T-302b <u>Through its own actions and through regional partnerships, King County will promote strategies to reduce emissions from the transportation sector. The county will promote new vehicle technologies and fuels and strategies to reduce emissions, including land use changes, provision of transit, promotion of nonmotorized travel, and other actions to reduce vehicle travel. For example, King County will implement a “Pay-As-You-Drive” vehicle insurance demonstration project and expand it as additional funding becomes available.</u>	New policy to reflect King County’s support of strategies to support reduction of greenhouse gases.	Central staff recommends the last sentence be deleted as it commits the county to expand a program that not even sure is effective. Pay as you go is in its first year of a four year pilot and the data on its	<b><u>T-302b Through its own actions and through regional partnerships, King County will promote strategies to reduce emissions from the transportation sector. The county will promote new vehicle technologies and fuels and strategies to reduce emissions, including land use changes, provision of transit, promotion of nonmotorized travel, and other actions to reduce vehicle travel. For example, King County will implement a “Pay-As-You-Drive” vehicle insurance demonstration project and expand it as additional funding becomes available.</u></b>	

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		effectiveness has not been analyzed.		
<p>T-503 <u>King County supports active management of freeways to optimize movement of people. High-Occupancy-Vehicle (HOV) or High Occupancy Toll (HOT) lanes should be managed to maintain a reliable speed advantage for transit, vanpools, and carpools. To this end, King County ((should support)) supports ((the)) completion of the designated freeway HOV lane and limited access highway system including direct access ramps. ((Access to this HOV system should also be supported.))</u></p>	<p>Edited to clarify objective of policy.</p>	<p>Clarification that County;' highest priority is preservation or reliable speed advantage for transit and vanpools</p>	<p>Central Staff's proposed changes:</p> <p>T-503 <u>King County supports active management of freeways to optimize movement of people. High-Occupancy-Vehicle (HOV) or High Occupancy Toll (HOT) lanes should be managed to ((maintain )) <b>prioritize</b> a reliable speed advantage for transit <b>and vanpools, and prioritize the movement of other high occupancy vehicles ((and carpools)).</b> To this end, King County ((should support)) supports ((the)) completion of the designated freeway HOV lane and limited access highway system including direct access ramps. ((Access to this HOV system should also be supported.))</u></p>	

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### ATTACHMENT A

#### III. Transportation System Planning and Design

##### D. Transportation Demand Management (in lieu of transmitted sections III.D. and E. pp 7-18-20)

Transportation affects every aspect of our lives, not only our mobility but also our health, economy, and our environment. Transportation Demand Management (TDM) consists of a broad range of strategies that provide for reduced reliance on single occupancy vehicle (SOV) trips; reduced vehicle miles travelled (VMT); increased efficiency of the whole transportation system; and results in lower greenhouse gas emissions.

King County is a leader in implementing transportation initiatives and land use measures that encourage people and businesses to reduce single-occupant-vehicle (SOV) trips and vehicle miles traveled (VMT) while decreasing the impacts of greenhouse gas emissions from the transportation sector. Furthermore, King County's ability to provide for mobility needs of its residents will increasingly depend on actively managing our existing transportation system.

TDM strategies include (but are not limited to):

- public education/information,
- public transportation (i.e. bus, rail, ferry, and vanpool)
- nonmotorized travel options,
- state-mandated Commute Trip Reduction and Growth and Transportation Efficiency Centers,
- roadway and lane management (e.g. ridesharing, intelligent traffic systems, and active traffic management)
- variable tolling strategies (e.g. high-occupancy toll lanes, corridor tolling, cordon tolling, and system-wide tolling),
- joint use and intermodal transfer facilities such as park and rides,
- parking management and pricing (e.g. connecting supply with mode split targets),
- telecommunications substitutes for physical travel (e.g. telecommuting, e-government, and internet-based business-to-business activities),
- land use decisions (e.g. site design standards and concurrency).

In the application of TDM strategies, King County fulfills many roles, such as:

- the jurisdiction for unincorporated areas with land use, transportation infrastructure and permitting responsibilities;
- an operator and manager of unincorporated area roadways and Metro Transit;
- a local, regional and statewide advocate for integrated transportation solutions and climate change actions; and
- a leading edge employer implementing progressive employee transportation programs.

In addition to vehicle and public transportation ridership counts, one way to measure the effectiveness of TDM efforts is the establishment of mode split goals. Mode split means the proportion of total person-trips using various modes of transportation, including by drive alone, foot, bicycle, carpool, vanpool, bus, ferry, train, etc. —during a particular time period. Countywide Planning Policy (CPP) T-10 calls for local jurisdictions to develop mode split goals for non-SOV travel to established employment centers. CPP T-12 states that jurisdictions and Metro shall establish mode split goals and measures of mobility for transit, ridesharing, and non-motorized travel.

T-115 TDM strategies should be used to increase mobility options, promote travel efficiency, optimize the existing transportation system and reduce the adverse environmental impacts of the transportation system, including through the use of variable tolling strategies.

T-116 TDM strategies beyond those adopted as county regulation may be considered as one of a menu of measures to mitigate for traffic impacts of proposed development. TDM strategies, as well as other mitigation requirements, may be imposed on new development as mandatory mitigation measures as necessary to meet the requirements for mitigation of impacts pursuant to the State Environmental Policy Act and the State Subdivision Act.

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### **ATTACHMENT A**

- T-217a King County will actively participate in developing and implementing state-mandated Growth and Transportation Efficiency Centers, as described in the state's Commute Trip Reduction Law.
- T-118 King County should actively participate in local, regional, and statewide efforts to implement and measure the results of TDM strategies, technologies, and systems, including policies developed through regional consensus and adopted by the county. To this end, the county shall identify funds to research, plan, implement, and measure TDM strategies.
- T-119 King County will work with the Washington State Department of Transportation, Washington State Transportation Commission, Puget Sound Regional Council, and cities to develop and implement appropriate applications of managed transportation facilities and variable tolling strategies on new and existing transportation facilities. Toll and high-occupancy-toll lane collection systems used in the region should be simple, unified, and interoperable and should avoid the use of tollbooths, whenever possible.
- T-119a King County supports variable tolling strategies as a means to optimize transportation system performance, generate revenues, reduce vehicle miles travelled, and reduce greenhouse gas emissions.
- T-119b Revenue from variable tolling should be used to improve, preserve and operate the transportation system including transit and other multimodal investments, as well as to help fund improvements that address the diversionary impacts on non-tolled facilities.
- T-117 King County, as an employer, should use and encourage other employers to use management of employee parking to support alternatives to commuting by single-occupant-vehicles.
- T-117a King County should encourage employers to consider the accessibility to adequate public transportation and high-occupancy-vehicle facilities and services when developing site and parking plans.
- T-117b King County shall support regional policies that connect parking supply and management to targets for reducing single-occupancy-vehicle travel.
- T-217 King County shall establish mode split goals and achieve them through the implementation of policies that support transportation demand management, transit service improvements, and expansion of high-occupancy-vehicle programs.

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## Chapter 8 – Services, Facilities & Utilities

Yellow is proposed revision

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<p>F-245 In the Urban Growth Area, all new development shall be served by Public sewers unless;</p> <p>a. Application of this policy to a proposal for a single-family residence on an individual lot would deny all reasonable use of the property((-)); <u>or</u></p> <p>b. Sewer service is not available for a proposed short subdivision of urban property that is adjacent to the Urban Growth Area boundary in a timely or reasonable manner as determined by the Utility Technical Review Committee. These on-site systems shall be managed by the sewer utility whose service area encompasses the proposed short subdivision or the provider most likely to serve the area and shall meet all state and county approval requirements. The approved short subdivision shall indicate how additional lots to satisfy the minimum density requirements of the zoning will be located on the subject property in case sewers become available in the future. There shall be no further subdivision of lots created under this policy unless served by public sewers.</p>	<p>Authorizes limited use of on-site systems where sewer service is not available.</p>	<p>Substantive amendment – adds an exemption for use of septic or drainage field within the Urban Growth Boundary for short subdivision, adjacent to the Urban Growth Boundary – when determined by the UTRC.</p> <p>Limited circumstances under which available; likely to affect only one or two areas in the County.</p> <p>Requires code amendments to Title 13. Proposed Ordinance 2008-0126, Section 9.</p> <p>Issue: Under initial proposal if sewer district did not want to service on-site septic then this policy in-effectual. Exec offered that</p>	<p>4/15/08 exec proposal</p> <p><b>b. Sewer service is not available for a proposed short subdivision of urban property that is adjacent to the Urban Growth Area boundary in a timely or reasonable manner as determined by the Utility Technical Review Committee. These on-site systems shall be managed by one of the following entities, in order of preference:</b></p> <p><b>1. The sewer utility whose service area encompasses the proposed short subdivision; or</b></p> <p><b>2. The provider most likely to serve the area; or;</b></p> <p><b>3. an Onsite Sewage System Maintainer certified by the Seattle-King County Department of Health.</b></p> <p><b>The onsite system shall meet all state and county approval requirements. The approved short subdivision shall indicate how additional lots to satisfy the minimum density requirements of the zoning will be located on the subject property in case sewers become available in the future. There shall be no further subdivision of lots created under this policy unless served by public sewers.</b></p>	<p>4/15 new proposed language addresses concern if sewer district does not want to perform maintenance</p>

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Yellow is proposed revision

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			there were private services that could perform this. Requested verification and how that would work in policy		
F-330	Telecommunication services are to be encouraged as a means to mitigate the transportation impact of development and growth.		Could strengthen the policy by mentioning the reduction of greenhouse gasses.	F-330 Telecommunication services are to be encouraged as a means to mitigate the transportation impact of development and growth, <b>including greenhouse gas emissions.</b>	Added linkage between reduction in GHGs asnd telecommuniting
F-331	Long-term planning for telecommunications construction, reconstruction and facility upgrades should include provisions to insure that the system's capacity, design and equipment will allow users to take advantage of innovative uses, services and technology.		May want to clarify that KC encourages the private companies that need to do long-term planning.  See yellow	F-331 <b>King County encourages the telecommunications service providers to engage in ((L))</b> long-term planning for telecommunications construction, reconstruction and facility upgrades should include provisions to insure that the system's capacity, design and equipment will allow users to take advantage of innovative uses, services and technology.	Clarification that it is the provider that should be performing the long term planning
F-333	Long-term planning for telecommunications systems should allow uninterrupted service during natural disasters.		May want to clarify that KC encourages the private companies that need to do long-term planning	F-333 Long-term planning for telecommunications systems <b>by the telecommunications service providers</b> should allow uninterrupted service during natural disasters.	Clarification that it is the provider that should be performing the long term planning
<b>New text to set up policy:</b>			New policy proposed by central staff:  <b>To encourage public and private companies to create "hot zones"</b>	<b>Wireless internet connections, also referred to as "hotspots", first conceived in 1993, now number over 300,000 nationally. A hotspot is a location (park, coffee shop, airport, office building. etc) that offers Wi-Fi access. Hotspots allow the public to use laptop computers, Wi-Fi phones or other suitable portable devices to access the Internet. Ninety percent of the hotspots in the nation are free. Of the estimated 150</b>	Recognizing and encouraging an expansion of existing

**KING COUNTY COMPREHENSIVE PLAN 2008**

**Chapter 8 – Services, Facilities & Utilities**

Yellow is proposed revision

Chapter 8 Amended and New Policies in 2008 Comp Plan	Executive Rationale for Change or Addition of Policy	Staff Comment	Revision	Staff Comments
		that allow wireless Internet access in public places could be added. King County is already doing this as are some private companies	<p>million laptops and 14 million personal digital assistants (“PDAs”) sold annually, most include Wi-Fi capability.”</p> <p><b>New policy:</b></p> <p>“King County encourages public and private organizations to create wireless “hotspots” where the public can connect to the Internet wirelessly. This will create additional opportunities to reduce traffic, lower greenhouse gas emissions and enhance convenient information exchange.”</p>	

# KING COUNTY COMPREHENSIVE PLAN 2008

## Chapter 9 – Economic Development

**Yellow is proposed revision**

Chapter 9 Amended and New Policies in 2008 Comp Plan	Executive Rationale for Change or Addition of Policy	Staff Comment	Revisions	Staff comments
ED-109 King County supports programs and strategies to help create, retain, and expand homegrown businesses in basic industries, particularly <del>((within the county's manufacturing and industrial areas))</del> <u>those industrial clusters offering the best opportunities for business growth and job creation as identified in the Regional Economic Strategy.</u>	New Policy Initiative. Recognizes that King County is participating in a four-county economic development strategy to encourage economic growth.	The literature suggests that strategies to expand regional industry clusters are effective to promote economic development. This is a Countywide policy but care would need to be taken if it were applied in the rural area.	ED-109 King County supports programs and strategies to help create, retain, and expand homegrown businesses in basic industries, particularly <del>((within the county's manufacturing and industrial areas))</del> <u>those industrial clusters offering the best opportunities for business growth and job creation as identified in the Regional Economic Strategy for urban areas and the Rural Economic Strategies for the Rural Area.</u>	4/9/08 - in response to staff comment, exec proposed addition in <u>yellow underline</u> be added, which central staff believes is sufficient
ED-114 King County recognizes that adequate infrastructure is essential to support existing economic activity and to attract new industry and development. The county therefore supports programs and strategies to maintain existing infrastructure and construct new facilities (transportation, utilities, <del>((schools,))</del> information, communications) <del>((, including an adequate supply of housing,))</del> necessary to accommodate current and future economic demand	Recognizes that the County does not have statutory responsibilities for schools or providing housing.	This is a Countywide policy but care would need to be taken if it were applied in the rural area. as not to adversely effect rural character  <u>To be sensitive to rural differential proposed change to ED 126. See below</u>	Exec4/9/08 proposal Reinstate deleted language	/9 when queried why schools and adequate housing removed, exec staff responded that should be back in: <u>schools, information, communications), including an adequate supply of housing</u>
ED-126 All economic development within the Rural Area and <u>on resource lands shall be compatible with the surrounding rural character, be of an appropriate size and scale, and protect the natural environment</u>	Addition of this policy recognizes the transmittal of the Rural Economic Strategies and that they are being implemented.	Appears reasonable.	ED-126 All economic development, <u>including the provision of infrastructure,</u> within the Rural Area and on resource lands shall be compatible with the surrounding rural character, be of an appropriate size and scale, and protect the natural environment.	4/9/08 In response to concern that ED 114 should be applied so as not to adversely effect RA, exec proposed addition in <u>yellow underline</u> be added
<b>ED-127 King County shall use the Rural Economic Strategies to guide future rural economic development and will modify and add strategies as needed to reflect the evolving nature of the rural economy.</b> a. King County supports programs and strategies to	Changes to this policy recognize the transmittal of the Rural Economic Strategies and that they are being implemented.	staff report recommended better links between rural and urban economy strategies	ED 127 <u>KingCounty shall use the Rural Economic Strategies to guide future rural economic development and will modify and add strategies as needed to reflect the evolving nature of the rural economy.</u> a. <u>King County supports programs and</u>	4/9/08 Exec proposed addition in <u>yellow underline</u> be added (as modified by central staff for syntax)



# KING COUNTY COMPREHENSIVE PLAN 2008

## Chapter 9 – Economic Development

Chapter 9 Amended and New Policies in 2008 Comp Plan	Executive Rationale for Change or Addition of Policy	Staff Comment	Revisions	Staff comments
<p><u>help preserve and enhance rural businesses focusing on the rural economic clusters of agriculture (including livestock), forestry, home-based business, small-scale tourism, and other compatible rural businesses.</u></p> <p>b. <u>King County should continue to review existing and proposed regulations to ensure they are relevant and effective in accommodating the differing needs and emerging trends of rural economic activity.</u></p> <p>c. <u>((Within the unincorporated area,)) King County should partner with rural businesses, unincorporated area councils, and others to develop and implement policies, programs, and strategies ((that promote local economic development)) to preserve and enhance the traditional rural economic base.</u></p> <p>d. <u>King County should partner with other Puget Sound counties and businesses to analyze the need and possible sites for regional agricultural (including beef and poultry) and forest product processing facilities that may require regional demand to make them economically feasible. The county should also explore options and incentives to encourage entrepreneurs to invest in mobile forest and food production processing facilities that can serve the region</u></p> <p><b>e. King County supports programs and strategies that strengthen the interdependence and linkage between the rural and urban economies</b></p>			<p><u>strategies to help preserve and enhance rural businesses focusing on the rural economic clusters of agriculture (including livestock), forestry, home-based business, small-scale tourism, and other compatible rural businesses.</u></p> <p>b. <u>King County should continue to review existing and proposed regulations to ensure they are relevant and effective in accommodating the differing needs and emerging trends of rural economic activity.</u></p> <p>c. <u>((Within the unincorporated area,)) King County should partner with rural businesses, unincorporated area councils, and others to develop and implement policies, programs, and strategies ((that promote local economic development)) to preserve and enhance the traditional rural economic base.</u></p> <p>d. <u>King County should partner with other Puget Sound counties and businesses to analyze the need and possible sites for regional agricultural (including beef and poultry) and forest product processing facilities that may require regional demand to make them economically feasible. The county should also explore options and incentives to encourage entrepreneurs to invest in mobile forest and food production processing facilities that can serve the region</u></p>	

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Chapter 9 – Economic Development

Chapter 9 Amended and New Policies in 2008 Comp Plan	Executive Rationale for Change or Addition of Policy	Staff Comment	Revisions	Staff comments
			e. King County supports programs and strategies that strengthen the interdependence and linkage between the rural and urban economies	